

EXHIBIT F

Inter Office Facilities

1.0 General

BA-ME will provide access to unbundled Common transmission facilities between its end offices and tandems and between its end offices and other TC's locations. BA-ME offers access to unbundled dedicated transmission facilities between BA's central offices (COs) where Mid-Maine has established collocation with BA-ME and between such offices and those of Telecommunications Carriers (TCs), including, but not limited to, Mid-Maine. Unbundled Dedicated Interoffice (IOF) Transport is offered between the following two points designated by Mid-Maine within the same LATA:

Telecommunications Carriers' central offices
CLEC Collocation Arrangements with BA
A CLEC Collocation Arrangement with BA and a
Telecommunications Carrier central office

The Network Elements must be ordered individually and may be recombined by the TC as part of a network plan. Unbundled Interoffice Network Elements include : DS1, DS3, OC-3 and OC-12 Interoffice Transport, DS1 to DS0 and DS3 to DS1 Multiplexing OC- 48 and STS-1 may be provided only as a Network Bona Fide Request (See Attachment BFR). Unbundled Interoffice Network Elements will be provided at CO cross connect points such as digital terminating frames.

The purpose of unbundled Interoffice Transmission Facilities is for use with other unbundled Network Elements for the provision of Telephone Exchange and Exchange Access Services.

2.0. Definitions

In this section the definitions for Network Elements are as follows:

2.1. Synchronous Transport Signal - Level 1 (STS-1)

STS-1 provides a total bandwidth of 51.84 Mb/s, including both overhead and payload. An STS-1 is capable of transporting a single DS3 in any configuration (e.g., M13 formatted with multiplexed DS1s or clear channel 44.736 Mb/s) or up to the equivalent of 28 DS1s using SONET "VT" mappings. The interface to an STS-1 is a metallic-based electrical interface. This interface must comply with Bellcore GR-253-CORE which defines SONET requirements.

2.2. Optical Carrier Levels (SONET)

Optical Carrier (OC) levels provide a range of bandwidths as specified in Bellcore GR-253-CORE and associated ANSI standards. BA will provide interfaces at the following OC levels:

<u>OC Level</u>	<u>Rate (Mb/s)</u>
OC-3	155.52
OC-12	622.08

The physical interface for all OC rates is optical fiber. The characteristics of this interface are also specified in GR-253-CORE.

2.3. Digital Cross-connect System (DCS) Functionality

Digital Cross-connect Systems provide electronic cross connection of individual constituent digital signals to form higher speed digital signals.

2.4. Serving Wire Center (SWC)

Serving Wire Center is BA location from which Private Line, Exchange, or Centrex Service is furnished to a customer's premises without intermediate connection to another wire center.

2.5. Network Design Request (NDR)

Network Design Request (NDR) process is required to establish the scope of the project and to align preliminary time frames in providing service to the TC. A Project Manager will coordinate the meeting that will be attended by the TC's technical and administrative team and representatives from each BA department involved in developing the technical, administrative, and legal/regulatory requirements. Time frames for completion will be negotiated between the Account Team and the TC.

2.6. Fiber Distributing Frames (FDF)

Optical access to Interoffice Transmission Facilities will be provided at the BA FDF or a fiber Point of Termination (POT) bay dedicated to the individual TC. Where a POT bay is used, interconnection between the POT and the BA FDF will be via standard single-mode optical fiber jumper cables equipped with SC/PC connectors at both ends. The FDF or POT bay is an interconnect bay with direct connection between the TC's cables and the jumper cables between the fiber POT and the Telephone Company FDF. BA has standardized the SC/PC connector for use in its network because of its superior cost/performance characteristics; therefore, the TC will need to match this connector on their side of the POT.

2.7. Mileage

In order to determine the rate to be billed, first the mileage is computed using the V&H coordinates method, as set forth in the NATIONAL EXCHANGE CARRIER ASSOCIATION, INC. TARIFF, F.C.C. No. 4. If the calculation results in a fraction of a mile, it is always rounded up to the next whole mile. The mileage measurement is calculated on the distance between the two central office locations where Mid-Maine requests the Unbundled Dedicated IOF Transport.

The Interoffice Mileage rates are set forth in Attachment XXX, in terms of a fixed and per mile charge per month. The mileage calculated as described above is multiplied by the appropriate per mile rate. The amount to be billed will be the product of this calculation plus the fixed rate.

3.0. Regulations

3.1. Physical Access Points to Interoffice Transmission Facilities

BA will provide interconnection to the transmission capabilities of the interoffice network at the following physical access points:

Manual Digital Cross-Connects

Metallic access to digital transport and multiplexing will be provided at the Company DSX-n bays, at a POT Bay dedicated to the individual TC. Where POT Bays are used, cabling between the POT bay and the BA DSX must meet appropriate shielding and construction

requirements for the application (e.g., ABAM for DS1 and coaxial cable for DS3). Separate DSX panels or POT Bays must be provided for the DS1 and DS3 interfaces. Interface rates above DS3 may require a separate panel or POT Bay depending upon the transmission specifications and the cabling limitations of these transport rates.

Main Distributing Frames (MDF)

In general, the MDF will not be used for digital interoffice facilities access. The MDF is designed to provide manual cross-connection of voice-grade transmission and may not meet the requirements for digital transmission. However, the MDF may be used for the DS0 interface associated with the lower speed channels of the 1/0 multiplexer.

- 3.2. Interoffice Transport Facilities are cross-connected in the following configurations:
- a) Transport to POT Bay;
 - b) Transport to Virtual Collocation node;
 - c) High speed side of a Multiplexer to POT Bay;
 - d) High speed side of a Multiplexer to Virtual Collocation node;
 - e) ;
 - f) Low speed side of an Unbundled Multiplexer to POT Bay;
 - g) Low speed side of an Unbundled Multiplexer to Virtual Collocation node.
- 3.3. Ordering:
- Unbundled Dedicated IOF Transport may be ordered through the electronic gateway interface using industry standard Access Service Request (ASR) forms.
- Unbundled Common Transport (Common) is not discreetly orderable.
- 3.4. (Reserved for future use)

3.5. Unbundled Network Element Intervals:

DS1, DS3 and Multiplexers	Quantity 1-8 = 15 business days Quantity > 8 = Negotiated[*]
Facilities not available	Negotiated*
OC-n Unbundled interoffice transport	Negotiated*

4.0. Rates and Charges

Unbundled Interoffice Transmission Facilities (IOF) are provided at the appropriate POT Bays or DSX.

IOF: Unbundled Network Elements

- IOF unbundled network elements are as follows:
- DS3, DS1, OC-3 (point to point, not rings), OC-12 (point to point, not rings), Multiplexing (DS3 to DS1 & DS1 to DS0).

Billing Rate Structure:

Non-Recurring:

DS1, DS3 and OC-3 and OC-12 Dedicated IOF Transport non-recurring charges include:

- Service Order Charge
- Service Connection-Other
- Service Connection-CO wiring
- Multiplexers (3/1 or 1/0) non-recurring charges include:
- Service Order Charge
- Channel Activation Charges

Expedited Order Charge

When placing a Service Order for service(s) a TC may request a service date that is prior to the Standard or Negotiated Interval service date. If BA

^{*} Where a negotiated interval applies, BA will negotiate a service date interval with Mid-Maine on a first-come, first-served basis, based on the type and quality of service Mid-Maine has requested. In so doing, BA will offer the earliest date it reasonably can accommodate within normal business hours, without delaying service dates for orders of other customers or carriers. Mid-Maine may request expedited service for a reasonable, predetermined amount.

agrees to provide service on an expedited basis, appropriate Expedited Charges will apply.

If BA is subsequently unable to meet an agreed upon service date, no Expedited Charges will apply unless the missed service date was caused by the TC, its agent, or customer.

If additional costs other than any applicable Additional Labor are to be incurred when a service date on a Service Order is expedited, BA will develop and quote such costs to the TC, obtain TC authorization and bill the TC in accordance with the special construction terms and conditions in the BA's applicable tariff.

Recurring -- Applicable Rate elements:

Inter-Office Mileage for DS1, DS3 and There will be a monthly recurring charge for the following:

1. Fixed
2. Per Mile Charge

Mileage of the facility is based on airline mileage using V&H coordinate methods. The mileage measurement is calculated on the distance between the two central office locations where Mid-Maine requests the Unbundled Dedicated IOF Transport.

Multiplexing There will be a recurring charge for a multiplexer at each location where the multiplexing function is performed.

Multiplexing can be performed for DS3 to DS1 and DS1 to DS0.

Service Access Charge (SAC) recurring charge(s) will apply for the demarcation connection to a Physical Collocation Node POT Bay. Applicable rates are determined by the POT Bay option established by the CLEC:

- POT Bay option #1 - BA provides and installs POT Bay frame and terminal strips or panels. In this case, the recurring "POT Bay termination" SAC and the recurring "Cable and Frame Termination" SAC is billed to the CLEC.
- POT Bay option #2 - The CLEC purchases the POT Bay frame and terminal strips or panels; BA installs same and takes ownership. In this

case, **only** the "Cable and Frame Termination" SAC will be billed to the CLEC.

- POT Bay option #3 - The CLEC purchases the POT Bay frame and terminal strips or panels and installs them in their cage. In this case, **only** the "Cable and Frame Termination" SAC will be billed to the CLEC.

A recurring Interconnection Access Charge (IAC) will apply for the demarcation connection to a Virtual Collocation Node.

1. Unbundled Common Transport may only be purchased in connection with BA Unbundled Switching.
This network element allows a TC access to Unbundled Common transmission facilities, routing on the same basis that BA routes and delivers its own traffic.

Unbundled Common Transport

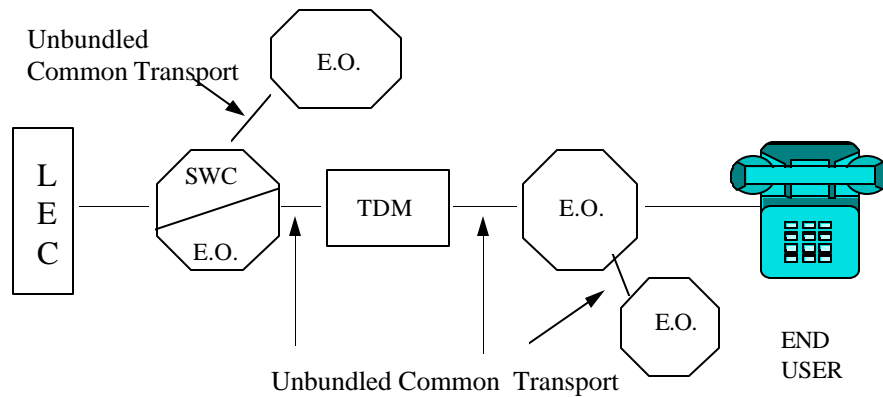
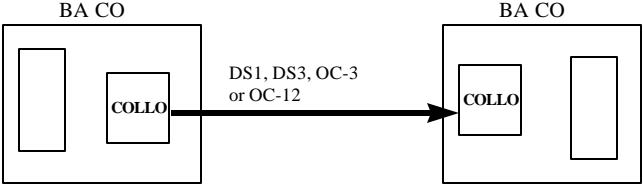


Diagram: 1

Billing Rate Structure:

Billing: The calls routed on the Unbundled Common trunks will be billed an unbundled common transport charge (UCTC) by Minutes of Use (MOU), rated from the Originating TC Node to a BA EO based on a composite rate which includes directly routed traffic and Tandem routed traffic. The MOU charge will be aggregated at the BA switch and rounded up to the next whole minute each month.



Note: The heavy line and/or bold element outlined in each diagram is the Unbundled Network Element (UNE) that is being provisioned.

DEDICATED TRANSPORT

DS1, DS3, OC-3 or OC-12 IOF between Central Offices

Recurring

- DS1 = Yes

Fixed Mileage

Per Mile

- SAC = Yes

(2 SAC charges are applicable at each POT Bay)

- IAC = Yes

(IAC charges are applicable at each virtual node)

- DS3 = Yes

Fixed Mileage

Per Mile

- SAC(s) = Yes

(SAC charges are applicable at each POT Bay)

- IAC = Yes

(IAC charges are applicable at each virtual node)

- OC-3 = Yes

Fixed Mileage

Per Mile

- SAC(s) = Yes

(SAC charges are applicable at each POT Bay)

- IAC = Yes

(IAC charges are applicable at each virtual node)

- OC-12 = Yes

Fixed Mileage

Per Mile

- SAC(s) = Yes

(SAC charges are applicable at each POT Bay)

- IAC = Yes

(IAC charges are applicable at each virtual node)

Non Recurring

- DS1 = Yes

- SAC = No

- IAC = No

- DS3 = Yes

- SAC = No

- IAC = No

- OC-3 = Yes

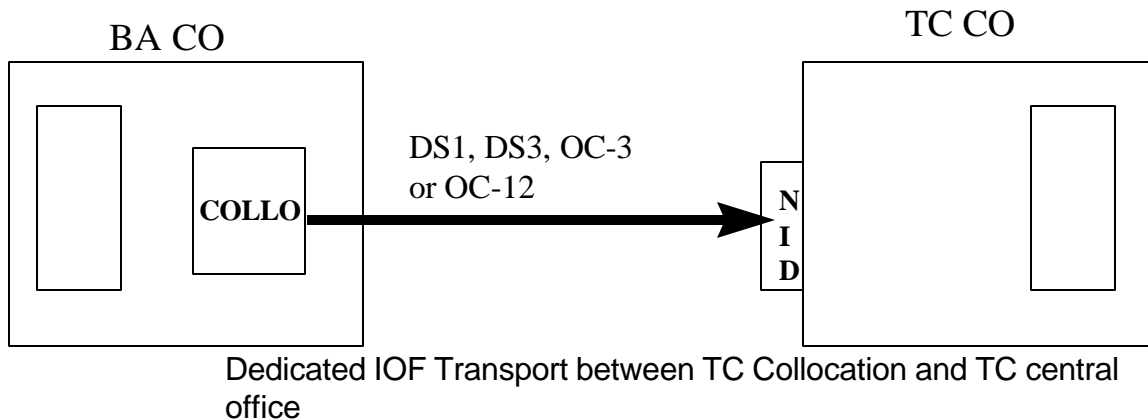
- SAC = No

- IAC = No

- OC-12 = Yes

- SAC = No

- IAC = No



Recurring

- DS1 = Yes

Fixed Mileage
Per Mile

- SAC Charge = Yes

(SAC(s) charges are applicable at POT Bay)

- IAC = Yes

(IAC charges are applicable at virtual node)

- DS3 = Yes

Fixed Mileage
Per Mile

- SAC Charge = Yes

(SAC(s) charges are applicable at POT Bay)

- IAC = Yes

(IAC charges are applicable at virtual node)

- OC-3 = Yes

Fixed Mileage
Per Mile

- SAC Charge = Yes

(SAC(s) charges are applicable at POT Bay)

-IAC = Yes

(IAC charges are applicable at virtual node)

- OC-12 = Yes

Fixed Mileage
Per Mile

- SAC Charge = Yes

Non Recurring

- DS1 = Yes

- SAC Charge = No

- IAC = No

- DS3 = Yes

- SAC Charge = No

- IAC = No

- OC-3 = Yes

- SAC Charge = No

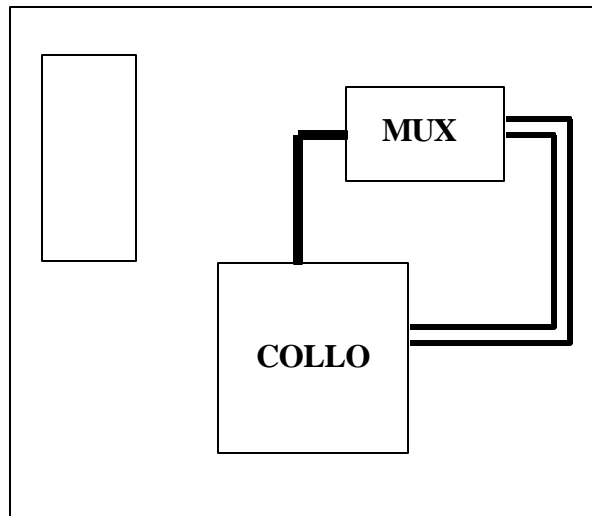
- IAC = No

- OC-12 = Yes

- SAC Charge = No

(IAC charges are applicable at virtual node)

BA CO



DS3 to DS1 or DS1 to DS0 Multiplexer Connected to existing TC Collocation arrangement

Recurring

- DS3/1 MUX = Yes

- SAC Charge(s) = Yes

(DS3 SAC Charge(s) for the higher speed channel and 28 DS1 SAC Charges apply for each lower speed channel activated.)

- IAC Charge = Yes

(DS3 IAC Charge for the higher speed channel and 28 DS1 IAC charges for each lower speed channel activated).

Non Recurring

- DS3/1 MUX = Yes

- SAC Charge(s) = No

- IAC Charge = No

- DS1/0 MUX = Yes

- SAC Charge(s) = Yes

(DS1 SAC charge(s) for the higher speed channel and 24 DS0 SAC Charges for each lower speed channel activated).

(DS1 IAC Charge for the higher speed channel and 24 DS0 IAC charges for each lower speed channel activated).

- DS1/0 MUX = No

- SAC Charge(s) = No

